

Safety Survey Spotlight


Putting the Brakes on Ground-Handling Wheels

By ASC(AW/SW) Joseph Funderburk

I have received numerous e-mails with safety-related questions about the hand brakes on ground-handling wheels (GHW) for UH-1N and AH-1 helicopters. During my fleet surveys, I have found the hand brakes removed on all GHWs checked. I did some research and now have information to pass to squadrons and activities.

Support equipment change (SEC) 2322, which was issued Dec. 4, 1975, incorporated the hand brake on the wheel assembly. Support equipment bulletin (SEB) 830 dated Dec. 23, 2000 requested cancellation of SEC 2322 and required commands to re-identify the part numbers of all GHWs that still had the hand brakes installed. The technical directive also required commands to submit a message to Lakehurst for information purposes.

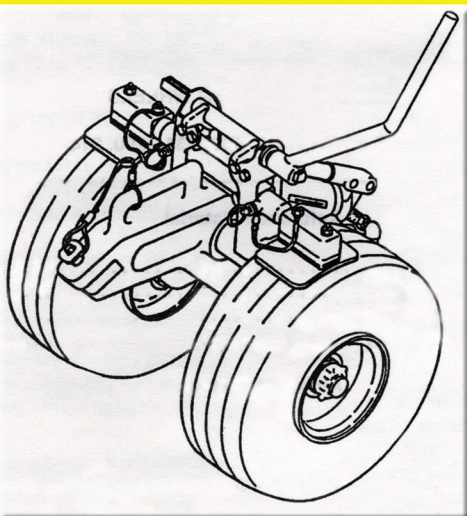
The hand-brake assembly was removed because it interfered with the configuration of the defense-armament system on the UH-1N. All UH-1N and AH-1 squadrons that deploy on ships are required to have universal GHW assemblies. I highly recommend that Marines verify their IMRL assets before deployment to make sure they have the GHW with an emergency-brake release. The required part number is 209-052-247-101 and type equipment code (TEC) is UGHG. This feature is critical should an emergency arise while towing a helo aboard ship. It allows the aircraft to be lowered within three seconds.

Squadron maintainers should meet with their IMRL managers and submit an IMRL change request (if necessary) to get the right GHWs. I also want to remind readers to make sure they correctly document technical directives. The OPNAV 4790/51 History Record should say more than, "SEB 830 complied with." It is important to state what was done (Cancellation of SEC 2322) and to re-identify the part number for the assembly. 

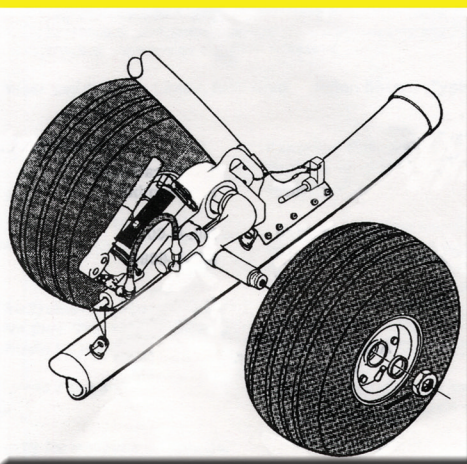
Chief Funderburk is a maintenance analyst at the Naval Safety Center.

For more info...

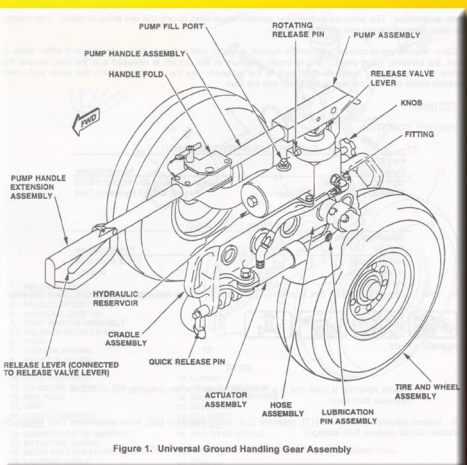
NA 01-H1AAC-2-1, *Helicopter General Information (Navy Model AH-1W Helicopter)*, gives general-handling procedures for the AH-1. See WP 006, page 6, caution for the requirement to lower the helo within three seconds. NA 01-110HCE-2-1, *Organizational General Information and Conditional Inspections (Utility Helicopter HH-1N/UH-1N)*, gives general-handling procedures for the HH-1N and UH-1N. NA 19-15AA-6, *Intermediate Maintenance with IPB (Forward Ground Handling Wheels)*, gives specific maintenance requirements, with detailed parts breakdown for forward GHWs. NA 19-15AA-7, *Intermediate Maintenance with IPB (AFT Ground Handling Wheels)*, gives specific maintenance requirements, with detailed parts breakdown for AFT GHWs. NA 19-15AA-8, *Intermediate Maintenance with IPB (Universal Ground Handling Wheels)*, gives specific maintenance requirements, with detailed parts breakdown for universal GHWs.



A GHW with a hand brake looks like this one.



A GHW without hand brake can be used ashore.



Universal GHWs are approved for shipboard use.